

Hongkong Daily Press.

ESTABLISHED 1857

INTIMATION

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OTHER WE HAVE BEEN ABLE
TO GET IN ENGLAND. (Recent
Testimonial.)"

**A. S. WATSON & CO.,
LIMITED,**
HONGKONG AND CHINA.

BIRTHS.

KALE—On June 29th, at Shanghai, to Mr.
and Mrs. E. KALE, a daughter.

SLEAP—On June 22nd, at Shanghai, the
wife of S. A. SLEAP, a son.

HONGKONG OFFICE: 10A, DES VUEX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 30th, 1913.

IN spite of the difficulties amid which it
was produced owing to the occurrence of
the Revolution, the first issue in 1912 of the
China Year Book was one of the most
valuable and most comprehensive works of
reference dealing with China that have
appeared, and the publication, a few weeks
ago, of the issue for 1913, shows that when
not so handicapped the work will soon
surpass the hope of its compilers, and be
found not only "a full, concise, and reliable
record of the early phases of China as a
Republic," but an inexhaustible mine of
information and compendium of knowledge
in things Chinese. A comparison of this
year's issue with that for 1912 reveals a
remarkable growth in the fullness of the
information contained. 1912's volume con-
sisted of 463 pages, while this year's runs
to over 700, the additional material including
chapters on Public Health, China in 1912,
"Who's Who," and Greater China, while
other new headings in the index comprise,
inter alia, Personnel of the Central Govern-
ment, Provincial Officials, Republican
Finance, Loan Negotiations, Newspapers,
Political Parties, Fauna, and the Customs
Tariff, while we are glad to see it has been
found possible to include the Production
Map of China compiled by Mr. NORMAN
SHAW, of the Customs Service. The
fullness of the work is beyond question—it
would be difficult to suggest any matter
relating to China that does not receive
notice—but the doubt must arise sooner or
later whether such encyclopaedic fullness
is necessary or even desirable in an annual
work of reference, and whether it would
not be wise to separate the permanent
information, that does not vary by a single
word from year to year, from that which
refers solely to the year under notice and has
to be revised annually. About one-half of the

1913 edition could probably be kept standing
in type from year to year, and this amount
will increase as time goes on and the
institutions of the Republic become firmly
established and not liable to reorganization
every few months or so. This question
must arise sooner or later, for the tendency
of all works of this sort is to grow inde-
finitely, and at the same time much of the
space is occupied with matter which, though
unnecessary in the Year Book, is far too
valuable to be dispensed with altogether.
A new permanent work of reference, on
China is badly needed—WILLIAMS' "Middle
Kingdom" is sadly out of date now, but
there is nothing so full to take its place—
and an up-to-date work on those lines,
supplemented by a Year Book pure and
simple would meet modern needs better
than does an annual volume that strives to
fulfil both ends. It seems paradoxical to
criticize a work of reference as being too
full, but the usefulness of the *China Year
Book* would be enhanced by some such
modification as we have suggested. Of the
reliability of the work it is not necessary to
say more than that a very large proportion
consists of official information supplied by
the Ministries in Peking, by the British and
other Legations, and by the Maritime
Customs, while such names as (to cite a
few) those of MORSE, ODAGIRI and
MIDZUNO, Dr. GREY, and Major DELANEY
RADDIFFE give ample authority to the
sections to which they are appended. The
work is now too widely known to need a
detailed review, but a few features call for
mention. The chapter on railways goes into
far more detail than did the corresponding
chapter in last year's issue, including, not
only statistics of operation, but also full
particulars of the rolling stocks. There
are, it may be remarked in passing, one or
two discrepancies between the figures given
in the two issues that call for explanation.
For instance, in the 1912 Year Book the
length of the Mukden-Antung line is given
as 189 miles, while this year it is 162; of
the 170 miles of the Canton-Yink-Shu-
chow line there were, last year, 78 miles
opened and 97 under construction, while
this year there are only 65 miles opened,
with 148 under construction, though the
total length is still 170 miles. These, no
doubt, are mere inadvertent slips, but none
the less they are unfortunate in a work of
so high a standing. The coal production
tables of Messrs. KATO and READ, and Mr.
READ's notes on China's iron supply, will
be found of high utility, as will also Messrs.
ODAGIRI and MIDZUNO's memorandum on
the salt system, though here it is unfortunate
that no mention was made of CHANG CHUN's
work on the subject. The "Who's Who"
is a very compendious biographical list of
China's notables, though there are, as is
inevitable, some important omissions, the
most striking of which is that of LI YUAN-
RUI, the Vice-President of the Republic.
This chapter forms a very useful comple-
ment to the lists of metropolitan and
provincial officials: in due course, we
presume, lists of the members of the House
of Representatives and of the Senate will
be added. The chapter entitled "The Year
in China" is perhaps the most interesting
part of the book, and when read in con-
junction with those on Tibetan and
Mongolian affairs and the very full one on
the Finance of the Republic leaves nothing
to be desired as a record of the vicissitudes
of China in 1912 and of the new régime.
It is probably with an eye to this latter
question that the book will in many cases
be studied, and it would be well to apply
generally the warning prefixed to the chapter
on Education: "In education, as in
many other fields, the Republican Gov-
ernment has to start completely anew."
It is quite impossible to secure
any statistics for 1912, and, were they
available, they would only reveal what
has been accomplished in the matter of
reorganization during the transition stage.
With this proviso the 1913 Year Book
discloses a hopeful prospect in almost every
field. The figures given for the Army show
the success that is attending the disarm-
ament measures; progress is shown towards
replacing the Tatuhs of the Provinces by
Civil Governors and generally re-establishing
the provincial civil administration; judicial
reforms are seen to be advancing of 1,115
Courts of Justice to be established, 689
are already operating; while the consolida-
tion of the various political groups with
sectional aims into parties with definite
policies and creeds shows the haven of
patriotism at work in the parliamentary
struggles—the danger, it may be pointed
out, is lest these creeds become too fixed
and narrow and incompatible with that
spirit of compromise that is essential to
parliamentary government. The work
contains many other noteworthy features,
but enough has been said to demonstrate its
value as a handbook of Chinese affairs in
general, revised up to the latest possible
date.

H.E. the Governor has appointed
Wardner William Hill to be a temporary
Sanitary Inspector.

Mr. F. S. Unwin, Commissioner of
Customs, has taken over charge of the
Shanghai Customs from Mr. H. F.
Merrill.

A postal service has been established by
Tibetans between Lhasa and Gyantse, a
distance of 150 miles, with special stamps
of eleven denominations.

The financial statement for April,
published in the *Gazette*, shows that the
revenue for the month totalled \$810,883.51,
the expenditure being \$992,078.41.

Mr. W. T. Harbord will speak at the
meeting of the Hongkong Christian
Union at St. Paul's College at 5.30 p.m.
This will be the last meeting of the
Union until autumn.

Whilst some cordons were removing
refugees from the Clock Tower, one of the
beams supporting the structure slipped
out and struck a woman. She was taken
to the hospital suffering from shock.

A Chinese was charged before Mr. F. A.
Hazard with cutting down eleven pieces
of pine, on the Tai Po Road Government
plantation, to which ants' nests were
attached. The defendant was fined \$15
or one month in default.

Before Mr. Melbourne, two men were
charged with keeping a gambling-house
at No. 60, Bridge Street, and also with
being in unlawful possession of a plant
for printing lottery tickets. The first
defendant pleaded guilty, but said he was
a workman engaged to print the tickets.
The defendants were fined \$400 each on
the first charge, and \$100 each on the
second.

LAWN BOWLS.

KOWLOON V. CIVIL SERVICE.

This league match was played at Kow-
loon on Saturday, and resulted in an easy
win for the home team. Scores:—

KOWLOON.	CIVIL SERVICE.
R. Hall.	A. Foster.
C. W. Alexander.	W. Highy.
W. J. Crawford.	J. McLeod.
D. S. Cooper.	C. W. Fincher.
(Skip)	(Skip)
25	10
L. Gay.	S. Kelly.
D. Harvey.	C. Brett.
W. Russell.	I. Wheel.
G. R. Edwards.	F. Fisher.
(Skip)	(Skip)
38	11
A. A. H. Milroy.	J. Mackay.
A. R. Whitley.	S. F. Gibson.
M. Melvor.	W. Woolley.
A. Ramsay.	R. Duncan.
(Skip)	(Skip)
20	17
Total	Total
83	38

TAIKOO V. POLICE.

The Police sustained a crushing defeat
at Taitou on Saturday afternoon.

TAIKOO.	POLICE.
A. Clark.	T. Bateman.
G. Watt.	J. Dickie.
K. McLennan.	A. Hamilton.
W. Cameron.	T. Scott.
(Skip)	(Skip)
7	46
E. Booker.	T. Dinnen.
R. McDonald.	A. Weir.
J. Grant.	W. Wetherston.
R. Watt.	S. Dorrington.
(Skip)	(Skip)
12	84
T. Glendinning.	N. Grimeshaw.
J. J. Watt.	N. Drummond.
R. Tanton.	T. Worth.
D. McDardy.	J. Ferguson.
(Skip)	(Skip)
16	20
Total	Total
35	105

LEAGUE TABLE.

	P.	W.	L.	D.	F.	A.	P.T.S.
Taitou	3	3	0	0	231	128	6
Kowloon	3	2	1	0	200	141	4
Police	3	1	2	0	154	221	2
Civil Service	3	0	3	0	138	225	0

OPEN CHAMPIONSHIP.

Other results to hand in the Open
Championship Competition are:—
S. Dorrington (T) 21 F. Fisher (C.S.) 19
T. Worth (T) 21 A. Clark (T) 17
P. Farrell (T) 21 H. Harron (T) 16

THE GREAT MALINI.

On Tuesday night the public will have
their first opportunity to see perform the
most discussed man in the Colony, Max
Malini, king of magic. That a great deal
of interest centres about Malini is evident
from the fact that the advance booking
for the performance at the Peak Hotel on
Tuesday has been enormous. It is certain
that the limited capacity of the hall will
not be sufficient to hold the crowd that
will want to gain admission. There will
probably be many turned away so it
would be well for those who have not yet
booked to do so at once.
The Thursday performance at the City
Hall also promises to draw a record
house, for in the half day that Montre's
was open on Saturday a large block of
seats was booked. Malini with his genial
smile and laughable stories has captured
the Colony and everyone who has met him
is bent on seeing one or other of his
public performances. They are given
under the patronage of His Excellency the
Governor.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

FRENCH PRESIDENT'S VISIT TO
ENGLAND.

LONDON, June 28th.

President Poincaré had a great send-off
from Victoria Station. Crowds gathered
in the streets from St. James's Palace to
the Station and warmly cheered the
distinguished visitor. His Majesty the
King, the Prince of Wales, the Duke of
Connaught, other members of the Royal
Family, members of the Cabinet, the Lord
Mayor and other distinguished personages
cordially bade farewell to the President
at the Station.

THE PRESIDENT'S THANKS.

CALAIS, June 28th.

President Poincaré has telegraphed to
King George as follows:—"I am anxious
to renew my expression of gratitude for
your Majesty's friendly welcome. I take
away a memory filled with emotion at
the magnificent reception given me every-
where by the British people, and I beg
your Majesty to transmit my respectful
thanks to the Queen and to believe in my
constant friendship."

LONDON, June 28th.

His Majesty the King telegraphed to
President Poincaré as follows:—"The
Queen and I thank you for your kind
message. We are anxious to repeat what
a great pleasure it has been to us and
to the British people that you have been
able to visit us. These feelings are
increased by the knowledge that you carry
away pleasant impressions of your stay."

THE PRESIDENT'S RETURN.

PARIS, June 28th.

President Poincaré has arrived back in
Paris. The French Ministers, with
officials from the British Embassy,
received him at the station, and he was
given a most enthusiastic reception by the
crowds in the streets.

GERMANY'S NEW TAXATION.

BERLIN, June 28th.

The Reichstag has adopted the Prop-
erty Taxation Bill for taxing the
inheritance by children and exempting
inheritance by widowers and widows.
A Socialist amendment, favouring the
taxation of the Federal Princes, was
passed by a narrow majority, despite the
opposition of the Government. The
amendment will probably be dropped on
the third reading.

GERMAN DEFENCE BILL.

STORMY DEBATE IN THE REICHSTAG.

BERLIN, June 28th.

In the debate in the Reichstag on the
third reading of the Defence Bills, Dr.
Bethmann von Hollweg was stormily
interrupted by the Socialists. The
Chancellor strongly repudiated the
suggestion that the Government was
acting as an agent provocateur in the
armament competition. Germany sought
no enemies, he declared. They were
living, and wished to live, in peace and
friendship with all their neighbours.
Nevertheless, they could not ignore the
historic truth that strength was the best
protection against attack.

The debate throughout was extraordi-
narily heated and bitter. Dr. Bethmann
and his Socialist assailants were howled
down repeatedly by their opposing sides.
The Socialists denounced the recent
sentences on workmen reservists at the
Erfurt court-martial of five years' penal
servitude for a drunken affray in a
tavern, and demanded the reform of the
military criminal code. It was finally
agreed to discuss on Monday a draft law
admitting mitigating circumstances in
certain military offences.

THE RISING IN MOROCCO.

MADRID, June 28th.

The crew of the Spanish gunboat
General Concha, who were taken prisoners
by the Moors on the 13th inst., have
escaped by the aid of friendly natives.

APPLEGARTH'S RECORD.

LONDON, June 28th.

At a Cardiff sports meeting, Applo-
garth, the famous athlete, did the 150
yards in 14 2/5secs., creating a world's
record.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE LEICESTER BYE-ELECTION.

LIBERAL CANDIDATE RETURNED.

LONDON, June 28th.

The bye-election at Leicester, rendered
necessary by the retirement of Captain
E. Crawshaw-Williams owing to a pending
divorce suit, resulted as follows:—
Hewart (L.) 10,863
Wilshe (U.) 9,279
Hartley (Socialist) 2,580

Liberal majority ... 1,584

The Liberal majority at the last election
was 5,691.

All the papers are pleased at the result,
the Conservatives describing it as the most
significant blow that the Government has
yet received in view of the strength of
this Radical stronghold, while the Liberal
section of the Press are professing that
the Conservatives are chagrined at their
failure to capture the seat, and sow dis-
cord among the Labour Party.

Mr. Ramsay MacDonald, speaking at
Coalville, said it was contrary to common
sense to imagine that the Labour party
could have ousted the Liberals from the
second seat at Leicester, but he denied
that the threat to resign, which was read
at a Liberal meeting, emanated from him
or the party executive. It was the work
of a certain M.P. acting upon little
tattle. He was confident that the
Labour party at Leicester would act
unitedly in the future.

U. S. CURRENCY.

GOVERNMENT PLANS.

WASHINGTON, June 28th.

The Government Currency Bill has been
introduced. It provides for the gradual
withdrawal of National bank-notes and
their replacement within twenty years by
Federal Reserve notes, and the with-
drawal of \$700,000,000 two per cent.
Government Bonds, on which the note
issue rests. The Federal Reserve notes
will be secured by a gold reserve of 33.1-3
per cent., provided by regional federal
reserve banks and will be a first lien
on the assets of all these banks. These
notes will be issued at the Federal Reserve
Board solely as advances to the Reserve
Banks.

The bankers are already strongly oppos-
ing the Federal Reserve Board and the
Regional Reserve Banks, on the ground
that the Board would be politically con-
trolled and thus open the door to
manoeuvring of the funds for political
purposes. They advocate instead a Cen-
tral Reserve Association subject to
Government control.

PRINCE OF WALES TO RE-VISIT
GERMANY.

PARIS, June 28th.

The Prince of Wales leaves on the 1st
July on another visit to Germany.

SCIENCE AND IGNORANCE.

PROFESSOR SCHAEFER AND PRAYERS FOR
PARLIAMENT.

Professor E. A. Schaefer, president of the
British Association, presided at the
annual dinner of the Rationalist Press
Association at the Trocadero Restaurant
on the 1st inst.

Speaking on "Ignorance," he said he
had that morning torn from the calendar
which provided him with shaving-paper
the motto, "The fact that a man does not
know what he is talking about is no sign
that he is going to stop." (Laughter.)
Ignorance was at the bottom of supersti-
tion, and the aim of science was dissipat-
ing the mists of ignorance and superstition.

He would not say that there was no
efficacy in prayer—Cromwell's soldiers
found great help in prayer—but there was
something more than prayer. At the
battle of Dunbar both sides prayed, but
the prayers of Cromwell's soldiers proved
the stronger.

There had been much talk in the Press
about China having asked the prayers of
Christians for its Parliament. He could
imagine the Celestial smiling in his sleeve.
For hundreds of years we had been pray-
ing for our "high court of Parliament,"
but he thought they would admit that
those prayers had not been very effective.

A Chinese was charged before Mr.
Melbourne with embezzling \$8, the prop-
erty of the Robinson Piano Company,
where defendant was employed as a clerk.
Mr. Reader Harris (of Messrs. Wilkinson
& Grist) defended. Inspector Watt
said the complainants had made a mis-
take in laying information and they had
got the wrong man. The charge was
therefore withdrawn.

THE BALKAN SITUATION.

BEGRAD, June 28th.

Contrary to expectations, the Skupstina
has not yet accepted arbitration, and
opinion is still pessimistic.

ROUMANIAN ANXIETY.

BUCHAREST, June 28th.

The King intended to go to Sinia on
Saturday, but the visit was postponed
owing to the grave development of events.

BULGARIA'S ATTITUDE.

The semi-official *Weiner Allgemeine
Zeitung* states that Bulgaria is willing to
renounce the condominium with regard
to disputable territory—but not to
demobilise. Consequently neither Ser-
via nor Greece will demobilise.

ROUMANIA'S THREAT TO BULGARIA.

It is reported in Vienna that Roumania
has threatened Bulgaria with invasion if
war is declared between Serbia and
Bulgaria.

BULGARS AND SERBS.

SALONIKA, June 28th.

Despatches state that fighting continues
at Zletovo, and that the casualties are
heavy on both sides.

AUSTRIAN OPTIMISM.

VIENNA, June 28th.

Speaking in the Reichsrath, the Pre-
mier, Dr. Stuerck, said that the tension
recently perceptible between the
Balkanites had happily lost its acuteness,
as they had deemed they had discovered a
way to a pacific agreement. This develop-
ment was welcomed everywhere, and
especially in Austria.

TURKISH POLITICAL UNREST.

CONSTANTINOPLE, June 28th.

The recent wholesale executions of con-
spirators have created a deep impression.
It is considered that if the actual per-
petrators were executed and the remain-
ing imprisoned, there would not be any
criticism. It is felt, however, that the
severity of the authorities is a grave
blunder and that the executions will not
go unrevenged, with possible fresh plots.
Consequently there are misgivings for the
future, and, moreover, there is a great
shortage of money.

BRITISH TRADE DECLINE.

LONDON, June 28th.

Mr. Wickes, Trade Commissioner for
Canada, in his report to the Board of
Trade, utters a serious warning with
reference to the decline of the proportion
of British imports into Canada, the
United States almost entirely absorbing
the lost trade. He instances various
Canadian criticisms of British trade
methods.

BRITISH BIRTH RATE.

LONDON, June 28th.

The birth-rate for Great Britain for
1912 is 23.8 per thousand, which is 0.6 per
cent. below that for 1911, which was the
lowest previous year on record.

ENGLISH COUNTY CRICKET.

LONDON, June 28th.

Kent beat Hampshire at Portsmouth by
an innings and 75 runs.

Lancashire drew with Surrey at the
Oval, and claimed the points on the first
innings.

Sussex gained the points as a result of
their drawn game with Notts at Brighton.
At Northampton, the home county drew
with Yorkshire, the latter gaining the
points.

Worcestershire defeated Somerset at
Worcester by eight wickets.

Mr. H. D. G. Leveson-Gower's XI. beat
Oxford University by 206 runs.

NEW GERMAN AIRSHIP.

BERLIN, June 28th.

Negotiations are pending for the
purchase of the newly-invented Unger
airship by Britain.

The airship is of the rigid type, and
it is claimed that it is stronger and faster
than any airship yet made. It has seven
motors, developing 800 h.p.

PRIEST MURDERED IN SHENSI.

3,000 CHINESE IN REBELLION.

PEKING, June 28th.

A Spanish priest has been murdered at
Kiaochow, Shensi, where 3,000 people are
in rebellion.

RANDOM REFLECTIONS.

To-morrow is a "general holiday," and once again one is being asked, what is the distinction between a "public holiday" and a "general holiday"? A Public Holiday is defined by the Ordinance as "a day which shall be kept as a holiday by all educational establishments, public offices and Government departments." In short, it is not a Bank Holiday. A "General Holiday" is defined as "a day which shall be a *dies non*, and which shall be kept as a holiday by all banks, educational establishments, public offices and Government departments." There is only one "Public Holiday" during the year: that is, Empire Day, May 24th. All the others are "General Holidays."

I see that a lady tourist who has been visiting the Colony tells the readers of a Sydney paper much about the ruinous effects of the Hongkong climate upon one's clothes, particularly ladies' dresses, and she concludes her reference to the subject by saying:—"Inexpensive frocks and no gloves is the best plan to follow in Hongkong; most women think." But do they act upon this plan? What do the husbands say about the inexpensiveness of the frocks?

Hongkong does not seem to have been thrilled with the news that the Supreme Court case had arrived. It is described as a fine example of the art of modern silversmiths. That may be so, but what is the use of it? Hongkong does not indulge in processions as a rule, though there may be an occasional ceremonial church visit, and when the public are to have an opportunity of being delighted or impressed with a view of the mace is a question that cannot be easily answered. How, the vote of £60 (I believe that is the figure) over passed the Finance Committee of the Legislative Council is more than I can understand. Had he been present, I should have expected the Hon. Mr. Hewett to have risen and quoted the famous words of Cromwell, "Take away that bauble!"

I have been trying to ascertain from the report of the Captain Superintendent of Police what is the actual strength of the police force of the Colony. Table IV. shows that the total strength of the force in 1912 was 1,196, while Table III. gives the total establishment on 31st December at 1,173. As the latter table includes 32 vacancies, the real strength on the date mentioned is only 1,141. Which total has the reader to accept? It is a little remark that figures can be made to prove anything, but I would like to know what these figures prove.

According to current gossip, there will be another "general post" in the local Civil Service before long. I hear that Mr. E. D. C. Wolfe, who was Head of the Sanitary Department when he went home on leave, has been devoting some part of his holiday at the General Post Office in London, training for the position of Postmaster-General in Hongkong. Mr. S. B. C. Ross, who is at present acting as Postmaster-General, goes back to the New Territory as District Officer, and Mr. Orme will become Head of the Sanitary Department. Some changes are in contemplation in the Educational Department also. The functions of Director of Education and Inspector of Schools are to be separated. Mr. Irving is to remain as Director of Education with the additional dignity that an increase of salary imports, and Mr. Ralphs, now Second Master of Queen's College, will be Inspector of Schools.

What a shame it is that Government officials are forbidden by the service regulations to reply to criticisms in the Press! Otherwise the letter from Messrs Denny & Bowley on the subject of a recent rating appeal might have led to a lively correspondence which would have been welcome in these dull times. As it is, we must wait for the reply until Mr. Bryer returns to the Colony, when, I presume, he will contest the assessments made by the Puisse Judge. These assessments must stand now for twelve months, as appeals, I believe, can only be lodged within the twenty-one days during which the valuation lists are open for inspection at the Treasury.

An Ipoh contemporary has discovered a new race for gymnastics: no less than "Jilting at the Ring." I pass on the information to the Hongkong Gymkhana Club, or on second thoughts—I make the organisers of Pagal gymnastics the first offer!

I recollect seeing in a British Consular report some years ago the suggestion that when the Yunnan railway was completed it would open up splendid sanatoria for residents in Indo-China and other parts of the East. The lake region of Yunnanfu, the Consul said, would be a terrestrial paradise if the destruction of timber by the Chinese peasant were checked. I am reminded of this by seeing in a Shanghai contemporary the following telegram:—"Yunnanfu, June 10th.—The tourist season is in full swing. The hotels are crowded with French, English and American visitors."

RODERICK RANDOM.

SUPREME COURT.

Saturday, June 29th.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR W. REES DAVIES, K.C.).

THE BANK NOTE CASE.—PRISONER SENTENCED.

Mr. F. C. Jenkin, Counsel for Anton Hauler, the Hungarian subject who was found guilty by a jury on Thursday of unlawfully having in his possession impressions of bank-notes, moved the Court for an arrest of judgment, on the ground that the indictment was wrongly laid.

The Attorney-General opposed the motion.

Mr. Jenkin said the point upon which he was moving the Court for an arrest of judgment was that the offence charged in the indictment was one not contemplated by the Section of the Ordinance under which the indictment was framed. The first subsection made it a felony to make or engrave upon any plate or upon any wood, stone, or other material any number or figure, &c. Sub-section 2 made it a felony to use or knowingly have in possession such a plate, wood, stone or other material made or engraved under Sub-section 1. The third and last subsection dealt with a man who had in his possession any paper or other material upon which there was an impression. The section dealt under three headings with the complete making and using of a forged bank-note.

His Lordship—Do you say that the indictment would have been good under Sub-section 3?

Mr. Jenkin said it would have been. The charge in the Police Court, for reasons of which he was not aware, it was preferred under Sub-section 3, but, for reasons of which he was not aware, it was preferred in this Court under Sub-section 2. According to the leading cases there would have been absolutely no answer if the indictment had been framed under Sub-section 3. His point was that prisoner was charged with being in possession of paper and material. It was obvious that the Legislature never intended that the words "other material" should include paper, for the simple reason that in Sub-section 2 it is made an offence to have paper upon which there was an impression, and the only evidence in this case was that there was paper upon which there was an impression.

Mr. Jenkin quoted authorities with the object of showing that the word "other" applied to "material" meant "other material with common characteristics." There was no common characteristic between paper, and plate, wood, stone; they might be put to similar uses, but that did not give them a common characteristic. In this case the argument of the Crown all along had been that, so long as there was an impression, it did not matter whether it was negative or positive, a part of the bank-note or the whole, whether it was faint or clear, an offence had been committed.

The Attorney-General said his contention was that Sub-section 1 dealt with the die, Sub-section 2 with the negative, and Sub-section 3 with the positive.

Mr. Jenkin said the Attorney-General was going back on his argument that any impression was sufficient. The jury said the reverse did not seem to be an impression which would pass as a bank-note. The Attorney-General contended that wood, plate and stone were mentioned specifically in the subsection under which prisoner was charged, and paper was one of the "other materials" mentioned. It was not specifically mentioned because it was an unlikely material. He could not have charged prisoner under Sub-section 3, because it would have been necessary to have proved that prisoner was in possession of a positive impression, and he could not do this. The point raised by Mr. Jenkin was not one that could properly be raised in arrest of judgment at all. The procedure was a very unusual one, and he had never in the course of his experience seen it resorted to once.

His Lordship said that it was very common in this Colony.

The Attorney-General said he was not sure that it ought to be common. The only ground upon which the Court could be moved was some objection arising on the face of the record itself, and no objection was being taken to the face of the record. He contended that what Mr. Jenkin was trying to do, and do in a perfectly erroneous fashion, was to quarrel with the verdict of the jury, and was trying to prove in this extraordinary manner that the jury did not really understand what they were finding.

His Lordship said he was quite sure that Mr. Jenkin had it in his mind to raise this point long before the case went to the jury at all. Mr. Jenkin was saying that the indictment was bad, but he thought the better course would have been to have submitted that there was no case to go to the jury at all. He was clearly of the opinion that upon the evidence and certain cases upon the legal point before him the prisoner was guilty, and that the jury was right in coming to the conclusion it did.

On being asked if he had anything to say, prisoner stated that everything found in his possession was bought after he met Weigall, and at the instigation of Weigall and the police. If an expert could be called to examine the paper which was said to be similar to bank-note paper he would find that it was not so, and that it was never intended for that purpose. With the chemicals found in his possession it would be impossible for even the greatest expert to make a bank-note.

Mr. Jenkin asked to be allowed to say a few words before his Lordship passed sentence. He never meant to disagree with the verdict of the jury, and had never challenged it, but he had considered very carefully the evidence given at the trial, and had not been conscientiously able to alter his mind upon one point. As his Lordship said when he (Counsel) was addressing the jury, the police officers were perfectly entitled and within their right in setting traps for the detection of crime. He was entirely in agreement with that, but in this case, paying attention only to the evidence, it was admitted by Inspector Watt, for instance, that at the time Weigall was placed under the direction of the police prisoner had committed no crime. He might have come to the Colony with criminal intentions, but the law of England did not punish a state of mind. Though for the detection of crime the police might set a trap, it was not in accordance with the principle of English law to set a trap to procure the commission of a crime. Counsel appealed to his Lordship to take all these circumstances into consideration in inflicting punishment.

In passing sentence of two years' imprisonment, His Lordship referred to the part played by Weigall, and said there was no doubt that prisoner was entrapped by another man. It was no part of his duty to place any praise upon Weigall when he considered the poor part he played in his case. Prisoner's offence was a serious one, the maximum penalty being fourteen years' imprisonment, and in passing a lenient sentence he hoped prisoner would on his release return to his own country and endeavour to get his livelihood in an honest manner.

LIFE IN HONGKONG.

THE ELIGIBLE BACHELOR.

An Australian lady (Jean Walker) who has been travelling in the Far East, has been contributing an account of her experiences to the Sydney Daily Telegraph. From a long description of "Life in Hongkong" we make the following extract:—

The summer is trying in Eastern towns for white people. In Hongkong, though the temperature in August and September is rarely above 84, and those are the hottest months, it is a moist and clammy heat. You cannot help feeling languid and fit for nothing, the sun beats pitilessly down, and it is no wonder that the ladies do very little in the morning, and take a long siesta every afternoon. Calls are made at 5 o'clock, and not a minute sooner. They have such a nice and satisfactory custom, these ladies. In the garden, or somewhere near the entrance to their houses, they have a little wooden box, ostensibly for letters. But it has underneath the printed name of the lady of the house, a little slit in which is inserted "Out," or "In," as she desires. If you notice that the word is "Out," you never dream of inquiring further; you put your cards in the box and go away. It is so simple, isn't it, and saves your friend, in deshabille within, such a lot of trouble! But, oh! the ceremony they stand on in these parts. Those cards must be left, or you'll soon find yourself out of it. After a dinner party all the guests must "call" on the hostess—yes, even the bachelors. Bachelors have to behave "like gentlemen" in the East, for they are at a discount anyway, as all the world knows, and must mind their P's and Q's. "It does 'em good," say the married men, who, strange to say, are envied, absolutely envied, by the bachelors. "No such luck for us as a wife," is their grumble. "We never see any girls, and when we do get a holiday and fly home, *ad Siberia*, for a month or two, we haven't time to get our bearings even. Away back again we must come for an honest dollar and a crust." As men in the East are very nice specimens, usually often with quite desirable crusts, it seems a pity that so many charming and estimable English girls should languish alone in the provinces, and even in great London itself.

The total debt of all London local authorities on the 31st March, 1913, was £214,070,972. The total charge for interest and repayment of the debt was £6,456,073.

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MR. GERSHOM STEWART'S REPLY TO A VIGOROUS ATTACK IN PARLIAMENT.

A fuller report is now available of the debate on 26th ult. on British policy in China. Mr. NORMAN CRAIG (Unionist member for Thanet) in his speech said:—

It is a pity that in earlier times British interests, so far as finance in China were concerned, were entrusted to one particular group—the Hongkong and Shanghai Bank. From 1895 to 1909 the Hongkong and Shanghai Bank, in virtue of a pooling agreement it had with a German institution, the Deutsche-Asiatische Bank, did the financial business of China on equal terms, but the terms were only equal in this way: that while the Deutsche-Asiatische Bank was a purely Teutonic institution, the Hongkong and Shanghai Bank was controlled by a directorate in which no fewer than five out of 11 members represented prominent enterprising German firms. In 1909 negotiations took place between those two banks—negotiations which remained long in obscurity and which resulted, in the opinion of good judges, in the sacrifice to the German Empire of immense British interests in the Yangtze Valley, and in regard to the Canton-Hankow Railway. It would be well, in the public interests, if more light could be thrown on the inner history of the Newchwang Railway, and I will ask the right hon. gentleman to consider whether, at this stage, Papers could not, without detriment to the public interest, be laid. The danger of conferring upon one institution very large powers to the exclusion of the general body of financiers in this country is great, and it is more serious when it is pooled with a purely German body, while the British body is tainted with German influence. The policy pursued by the Government in regard to finance in China has not only led to the shutting of the door, so far as China is concerned, to her power to borrow, but it has shut the door also upon British enterprise in that area. What, meanwhile, is happening elsewhere? The German houses are floating loans independently of the arrangements between the Hongkong and Shanghai Bank and the Deutsche-Asiatische Bank. Far worse than that, firms represented upon the court of directors of the Hongkong and Shanghai Bank, supposed to represent British interest and Chinese financial firms, represented by individual directors upon the Hongkong and Shanghai Bank, are themselves floating loans upon their own account in the provinces of China. You get the cases of Carlowitz & Co., and the case of Arnhold, Karberg & Co., Carlowitz & Co. being the agents of Krupp, the great firm of Essen, who make terms advantageous to Krupp in doing so. These firms, which are representative of the Hongkong and Shanghai Bank, which is supposed to represent the British side of finance in China, are allowed without protest from the German Government, and without protest, so far as anyone knows, from the Government on this side, to float provincial loans in China upon their own account. Is that on the part of the Government a disregard for the protection of British interests? The matter goes further than that, because you find that even outside firms, German in their origin, such as Diedrichsen & Co., are floating provincial loans in April, 1912. What, meanwhile, does the Foreign Secretary say to British banks in this country? He says: "I cannot do anything; consult the Hongkong and Shanghai Bank, and see if you can make terms with them."

Politically and commercially we want a strong China. Our interests in China are far larger than those of any other country. Trade depends upon prosperity. For all these reasons you have to consider China's position, not from China's own point of view alone, but from your own point of view alone, active factor in the China cannot be any other Powers. You have, therefore, to consider whether your interests or China's interests are best consulted by the course which has been adopted by the Government, a course foreign to the whole character of freedom in a free country, a course inexecutable when taken by those who insist upon freedom of every kind. Would it not be better to reconsider the whole relations of this Government to finance, and the relations of other countries? Would it not be better to introduce a system consistent with the true interests of China which would not injure and fetter the commercial and financial interests of our country?

In the course of his speech a little later in the debate Mr. GERSHOM STEWART (Unionist member for Wirral) said:—"I am indebted to my hon. friend the Member for Thanet, who told me an hour ago that he was going to introduce the subject of China, because I was thereby enabled to listen to his speech on the financial position. I only wish to say a few words in response to his very vigorous attack upon the Hongkong and Shanghai Bank, the financial institution which has carried through this China loan in British interests. He is entirely under a misapprehension when he says that this is not a British institution. I know how it is constituted, and that it is manned entirely by men collected, examined, and trained in London. I do not think, apart

perhaps, from one Frenchman in Lyons, that there is anyone on the regular staff of that bank who is not an Englishman. It is probably the greatest commercial asset in China which this country has. The Government very wisely found that out, and they have during the last 20 years used it for purposes which have been beneficial both to our trade and to that of China. It is true that there are German directors on the board. They are merely there as members of the commercial community. I can understand people attacking the bank who do not know much about it, but I do think it is most extraordinary for an hon. member to come here and endeavour to discredit this institution because it has succeeded in doing good by giving us an example of Englishmen and Germans working together in perfect harmony for 50 years—an example that many at the present day desire to see followed on a wider scale. In view of competing concession-hunters and the dangerous friction liable to be created in Peking by their unrestricted activity, the Consortium, imperfect as it may be, is still the best device possible to meet the position. Crisp & Co. came on the scene, I think, after the negotiations for the greater loan had commenced, and if the Foreign Office had taken up with another body of British financiers, Englishmen would have been accused of double-dealing, and would have been laid open to the grave suspicion of the other Powers. Somerset has pointed out, what I noticed myself two or three days ago, that for a debt of £3,500,000 incurred, China got £1,400,000 in cash, and is to get some torpedo-boats, the upkeep of which will be a great burden. This is but one of many such instances of reckless borrowing. The Consortium in financing upon regularity in Chinese finance is doing good for China against her will. In my opinion, at the moment China is suffering from too much Home Rule, and too much Democracy, but I am not going to say anything on that point. There are people who are opposed to granting a loan to Yuan Shih-kai and his party, but after all, his following is the only solid force in China, at the present time, to support the action of the Foreign Office, and I think probably China would not have had such good terms as she has now had the British Government acted otherwise than it did.

THE INDO-CHINA CONSPIRACY.

SENSATIONAL ARREST IN BANGKOK.

The Saigon *Optique* gives details of an extensive anti-French conspiracy which seems to have been in operation for some years, and of which the recent bomb outrages were incidents. At the head of the conspirators is the Prince Cuong-Dé, a pretender to the Throne of Annam, and they have been at work since 1906. In 1908 there was an attempt to poison the troops in Tonkin, and from 1910 onwards it was found that the campaign was being operated from Japan, where the inflammatory pamphlets were printed. The massacre of the French in Indo-China was what was preached in these pamphlets.

Bui-chi-Nhuan took up the propaganda in Cochinchina in 1905 or 1906, and it was very successful. But the authorities made a move, and the chief agitators took refuge abroad.

In 1912, among other affairs which they failed to bring off was a plot, hatched in Bangkok, to seize the *Donai*, and release all the convicts on Puolo-Condore after massacring the warders and garrison.

On the 28th March this year 500 Annamites marched on Cholou. Everything had been arranged in the big Chinese town to supply them with arms and ammunition and leaders; and then they were to make an assault on Saigon. The instructions were simple: Kill all French people. But the police had been forewarned, and the unarmed force was dispersed on its arrival at Cholou, 63 arrests being made.

Revolutionary placards simultaneously appeared, in April, in the principal towns of Indo-China. In Saigon bombs were found before the dwellings of the leading civil and military authorities. Quickly on that followed the fatal bomb outrages at Thai-Binh and Hanoi.

By this time the Government was active, and is believed to have done a good stroke in securing the arrest in Bangkok of Bui-chi-Nhuan, said to be one of the three leaders of the movement.

The arrest was made on the 17th of last month at Wat Mongkon Samu Kom, papers and photographs of importance belonging to him being also seized. Siam agreed to his extradition, and he was embarked on the *Donai* on the 19th under the charge of Pira Arthikarn and strong escort.

During the voyage he refused food, and in Saigon, where he is kept in the strictest confinement, he has had to be forcibly fed. The arrest was accidental. It was not Bui-chi-Nhuan the French Government had asked the Siamese police to search for, but Mai-Lao-Bang, one of the most active and dangerous of the revolutionary leaders. The spies were tracing this individual for weeks, and could hardly believe it was not him when the arrest was made.—*Bangkok Times*.

PEKING PLEASANTRIES.

THE COST OF THE CONSTITUTION.

The Chinese Press, writes the Peking correspondent of the *N. C. Daily News*, is nothing if not humorous. The dilatoriness of the proceedings in Parliament gave the local wit a great opportunity to spread themselves and the deduction drawn in one paper is quite worth recording. Referring to the time which the Bill for the regulation of visitors has taken to pass the lower House, the writer estimates that each article of the Constitution will take one month to discuss. He then proceeds to calculate that the Constitution, which is expected to contain about ninety articles, will require, at the rate of four months' sitting each year, no fewer than twenty-three years to pass. The salaries of the members, at \$4,000 a year each, during this time will amount to \$95,000,000. China's bill for her Constitution will therefore be that sum as a minimum, not counting a host of contingent items such as travelling expenses, rent, light, coal, tea and squeeze.

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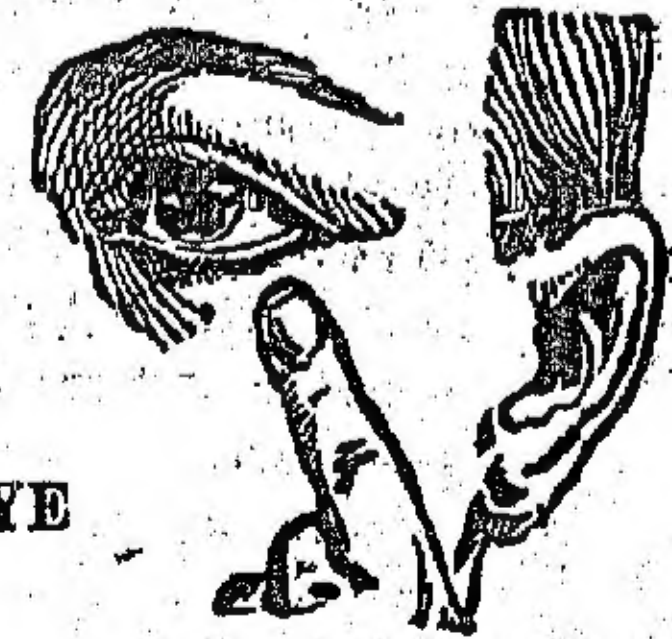
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UNDER Ordinance No. 5 of 1912 TO-MORROW (TUESDAY), 1st July, has been proclaimed a PUBLIC HOLIDAY and the EXCHANGE BANKS will be CLOSED for Business on that day.
Hongkong, 27th June, 1913. [822]

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NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-MORROW (TUESDAY), the 1st July, 1913.
By Order,
A. R. LOWE, Secretary.
Hongkong, 28th June, 1913. [828]

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Hongkong, 9th May, 1913. [598]

TO LET.

FLATS, "WILD DELL," No. 147, Vanchau Road, Newly Built, each Flat with 3 ROOMS, Kitchen, Bathroom, and Servants Quarters. Quiet Locality.
"HOMESTEAD," No. 45, PEAK.
Apply to—
TSANG KIT-FAN,
Comptroller Department,
HONGKONG & SHANGHAI BANKING CORPORATION.
Hongkong, 29th April, 1913. [522]

TO LET.

SHOP, No. 12, Queen's Road Central.
OFFICES, Nos. 12 & 14, Queen's Rd. Central.
No. 9, MOUNTAIN VIEW, PEAK.
No. 5, STEWART TERRACE, PEAK.
"ROCKLANDS," 7, Robinson Road.
Apply to—
M. J. D. STEPHENS.
Hongkong, 19th June, 1913. [722]

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 26, Bishopsgate, E.C.

BRANCHES:—
Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS ... \$7,000,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 percent per annum, or for shorter periods, at rates which may be ascertained on application.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

9, Queen's Road, Hongkong, 2nd November, 1912. [220]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 percent per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 percent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR,
Chief Manager.

Hongkong, 1st July, 1911. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,700,000
RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT,
Acting Manager.
Hongkong, 14th April, 1913. [133]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUND ... \$15,000,000
RESERVE ... \$15,000,000
RESERVE ... \$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
S. H. DORRILL, Esq., Chairman.
Hon. Mr. D. L. LAM, Esq., Deputy Chairman.

G. Friedland, Esq., W. L. Patterson, Esq.,
G. S. Gubbay, Esq., J. A. Plummer, Esq.,
P. H. Holyoake, Esq., Hon. Mr. E. Shalloo,
G. B. Laurence, Esq., H. A. Slat, Esq.,
F. Lieb, Esq.

CHIEF MANAGER:
Hongkong—N. J. STARR.

MANAGER:
Shanghai—G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent per annum on the Daily Balances.

On Fixed Deposits:
For 3 months, 2 1/2 percent per annum.
For 6 months, 3 percent per annum.
For 12 months, 4 percent per annum.

N. J. STARR,
Chief Manager.
Hongkong, 8th May, 1913. [18]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL ... Yen 40,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 10,000,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:

Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Souchow, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.
Hongkong, 31st March, 1913. [443]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ... Yen 2,400,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Shanghai, Singapore, Souchow, Tientsin, Yokohama.

HONGKONG OFFICE,
3, DES VOGES ROAD.
Interest allowed on Current Accounts.
Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [636]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000
Subscribed ... £1,250,000
PAID UP ... £1,250,000
RESERVE FUND ... £150,000

HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:
BANK OF ENGLAND.
LONDON JOINT STOCK BANK, Ltd.

Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Contributors. Letters of Credit granted on Agents' and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 percent per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. E. LINTON,
Manager.
Hongkong, 20th May, 1913. [90]

NEDERLANDSCH-INDISCHE HANDELSBANK

(NETHERLANDS-INDIA COMMERCIAL BANK)

ESTABLISHED 1863.

Authorized Capital FL 15,000,000 (£1,250,000)
Paid up Capital FL 14,905,350 (£1,242,112)
Reserve Fund FL 5,022,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 percent per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vaux Road Central
Hongkong, 23rd April, 1913. [21]

BANGKOK	... "Bangkok Times" Office.
SAIGON	... A. Pfeiffer, Esq.
TOKIN	... Messrs. Speidel & Co., Ha
MANILA	... E. C. McCullough, Ltd.
MACAO	... Mr. A. A. de Mello.
CANTON	... Messrs. A. S. Watson & Co.

VESSELS ON THE BERTH

FOR NAGASAKI, TSINGTAU AND VLADIVOSTOK.

THE Steamship

"GUTHRIE,"
Captain Harris will be despatched as above
TO-MORROW, 1st July, at Daylight.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 27th June, 1913. [827]

SOCIETA NAZIONALE DI SERVIZI MARITIMI.

DIRECT STEAM FOR GENOA, NAPLES,
LEGHORN, BOMBAY & PORT SAID
VIA SINGAPORE.
(Without Transshipment.)

(Taking Cargo at through rates to all MEDITERRANEAN, ADRIATIC, BARRONE, VALENZA, ALICANTE, ALMERIA, MALAGA, LEBANTINO and SOUTH AMERICAN Ports up to CALLAO.)

THE Steamship

"ISCHIA,"
Captain Belitto will be despatched as above
on FRIDAY, the 4th July, at Noon.
For further particulars regarding freight and
Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 17th June, 1913. [3]

REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT THE MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK.

S.S. "WRAV CASTLE" On or about 4th July.
For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, 26th June, 1913. [624]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DEVANHA,"
Captain W. R. Hickey, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 5th July, 1913, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MEDINA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Suez and Valence and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed by Bombay in the s.s. "Egyt," due in London on the 17th August, 1913.
Passes will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 23rd June, 1913.

HONGKONG-BOSTON & NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S. "INDRASAMHA" On or about 14th July.

For freight and further information apply to—
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 24th June, 1913. [819]

GLEN LINE (McGREGOR, GOW & Co., LTD.)

FOR HAVRE, LONDON AND ANTWERP.

THE Steamship

"GLENSTRAE,"
Captain Jas. McGillivray, will be despatched for the above Ports on or about 18th July, 1913.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 20th June, 1913. [786]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI, SANDAKAN, MANILA, SINGAPORE, PENANG & CALCUTTA, YOKOHAMA, KOBE & MOJI, MANILA, RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "LAISANG" and "KUMSANG," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.
A fully qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Y-tze, Chefoo, T-tsin, Dalry, W-wai, T-tsin & N-chwang.
Taking Cargo on through Bills of Lading to Radat, Lahad, Dato, Simporna, Tawau, Ukanan, Jesselton and Labuan.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.
Hongkong, 30th June, 1913. [14]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "KW," together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Bluff Pier 3. From Bluff Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 5th July, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNDA	Brit. str.	—	C. E. Irving, R.N.R.	P. & O. S. N. Co.	About 9th July.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 15th July.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP &c.	BRASILIA	Ger. str.	—	—	SHAW, TOMES & Co.	On 2nd July.
HAVRE, LONDON & ANTWERP	GLANTRAE	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 20th July.
HAVRE, BREMEN & HAMBURG, &c.	COLOMBIA	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 7th July.
DUNKERQUE & LAMBERG &c.	MASSILIUS	Ger. str.	—	—	CARLOWITZ & Co.	On 4th July, at Noon.
GENOA, NAPLES, BAY OF PORT SAID VIA SPORE	MASSILIUS	Ger. str.	—	—	MESSAGERIES MARITIMES	To-morrow, at 1 p.m.
MASSILIUS VIA SAIGON, SPORE, COLOMBO, PORT SAID	MASSILIUS	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 2nd July, at D'light.
MASSILIUS, LONDON & ANTWERP VIA SINGAPORE, &c.	MASSILIUS	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 2nd July.
MARSEILLES, HAVRE, HAMBURG & ANTWERP, &c.	MASSILIUS	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 14th July.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP, &c.	MASSILIUS	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 10th July, at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA KURLUNG, &c.	MASSILIUS	Ger. str.	—	—	OSAKA SHOEN KAISHA	On 23rd July, at 1 p.m.
VICTORIA, B.C. & TACOMA VIA KURLUNG, &c.	MASSILIUS	Ger. str.	—	—	OSAKA SHOEN KAISHA	On 9th July, at 10 a.m.
NAPLES, GENOA, AGRIOS, GIBRALTAR, SOUTHAMPTON	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	About 1st July.
TRIESTE, FIORE, VENICE VIA SINGAPORE, &c.	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 15th July, at 4 p.m.
TRIESTE, FIORE, VENICE VIA SINGAPORE, &c.	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	About 14th July.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	About 30th inst.
NEW YORK	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 2nd July, at Noon.
VANCOUVER, SEATTLE, TACOMA & PORTLAND	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 16th July, at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 25th July.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	To-morrow, at Noon.
VANCOUVER, SEATTLE, TACOMA & PORTLAND	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 4th July, at 1 p.m.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 19th July, at Noon.
SAN FRANCISCO VIA KURLUNG & JAPAN, &c.	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 12th July, at 3 a.m.
AUSTRALIAN PORTS VIA MANILA	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 19th July, at Noon.
AUSTRALIAN PORTS VIA MANILA	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 5th Aug., at Noon.
AUSTRALIAN PORTS VIA MANILA	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 2nd July, at 5 p.m.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	About 23rd July.
KOBE & YOKOHAMA	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	To-morrow, at Daylight.
KOBE	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 7th July, at Noon.
NAGASAKI, TSINGTAU & VLADIVOSTOK	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 31st July.
NAGASAKI, KOBE & YOKOHAMA	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 18th July, F.M.
YOKOHAMA & KOBE	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	Quick despatch.
YOKOHAMA & KOBE & MOJI	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	To-morrow, at 4 p.m.
YOKOHAMA & KOBE VIA SHANGHAI	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	To-day, at 6 a.m.
MOJI, KOBE & YOKOHAMA	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	To-morrow, at 4 p.m.
YOKOHAMA & KOBE	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 2nd July, at D'light.
SHANGHAI, KOBE & YOKOHAMA	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 3rd July, at 4 p.m.
SHANGHAI	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	About 3rd July.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 5th July, at 11 a.m.
SHANGHAI	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 7th July.
SHANGHAI, KOBE & YOKOHAMA	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	About 9th July.
SHANGHAI, KOBE & YOKOHAMA	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	To-morrow, at D'light.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 2nd July, at 2 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 6th July, at Noon.
SHANGHAI	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	To-morrow, at 11 a.m.
NINGPO, TSINGTAU & NEWCHANG	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 2nd July, at 11 a.m.
FOOCHOW VIA SWATOW & AMOY	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 8th July, at 11 a.m.
TAMU VIA SWATOW & AMOY	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	To-morrow, at 4 p.m.
SWATOW, AMOY & FOOCHOW	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 5th July, at 4 p.m.
SWATOW	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 12th July, at 2 p.m.
SWATOW, AMOY & FOOCHOW	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 16th July, at 4 p.m.
MANILA, CEBU & ILOILO	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 7th July.
MANILA	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 30th July, P.M.
MANILA, MANGARIN, ILOILO & CEBU	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	To-day, at 3 p.m.
MANILA, MANGARIN, ILOILO & CEBU	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 8th July, at 2 p.m.
BATAVIA, MANGARIN, ILOILO & CEBU	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 9th July, at D'light.
BATAVIA, MANGARIN, ILOILO & CEBU	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 12th July, at 2 p.m.
BOMBAY VIA SINGAPORE & COLOMBO	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 16th July, at 4 p.m.
BOMBAY VIA SINGAPORE, PENANG & CALCUTTA	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	To-morrow, at D'light.
SINGAPORE, PENANG & CALCUTTA	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 2nd July, at 2 p.m.
SANDAKAN	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 5th July, at 4 p.m.
KUDAT & SANDAKAN	MASSILIUS	Ger. str.	—	—	SANDER, WHEELER & Co.	On 12th July, at 2 p.m.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER				To LPOOL				FROM LPOOL				FROM VANCOUVER			
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Quebec	Steamers	Leave	Arrive	Leave	Arrive	Leave
EMPERESS OF JAPAN	2 July	5 July	7 July	9 July	11 July	23 July	31 July	7 Aug.	13 June	EMPERESS OF RUSSIA	18 June	29 June	30 June	2 July	4 July
EMPERESS OF RUSSIA	16 July	18 July	20 July	22 July	24 July	2 Aug.	7 Aug.	14 Aug.	20 June	EMPERESS OF INDIA	2 July	16 July	17 July	19 July	21 July
EMPERESS OF INDIA	30 July	2 Aug.	4 Aug.	6 Aug.	8 Aug.	20 Aug.	28 Aug.	4 Sept.	—	MONTEAGLE	23 July	8 Aug.	11 Aug.	13 Aug.	16 Aug.
EMPERESS OF ASIA	13 Aug.	15 Aug.	17 Aug.	19 Aug.	21 Aug.	30 Aug.	4 Sept.	11 Sept.	18 July	EMPERESS OF JAPAN	30 July	13 Aug.	14 Aug.	16 Aug.	18 Aug.
EMPERESS OF JAPAN	27 Aug.	30 Aug.	1 Sept.	3 Sept.	5 Sept.	17 Sept.	25 Sept.	2 Oct.	1 Aug.	EMPERESS OF RUSSIA	13 Aug.	24 Aug.	25 Aug.	27 Aug.	29 Aug.
MONTEAGLE	30 Aug.	4 Sept.	6 Sept.	7 Sept.	10 Sept.	24 Sept.	2 Oct.	9 Oct.	15 Aug.	EMPERESS OF INDIA	27 Aug.	10 Sept.	11 Sept.	13 Sept.	15 Sept.

PASSAGE RATES—HONGKONG TO LONDON.

Steamers	Inclusive of Meals and Steeper across Canada.	£71.10	£71.10
EMPERESS OF RUSSIA	do. do.	£65	£67
EMPERESS OF ASIA	do. do.	£43	£45
EMPERESS OF INDIA	do. do.		
EMPERESS OF JAPAN	do. do.		
MONTEAGLE	do. do.		

SPECIAL FIRST CLASS RATES granted to Army and Navy Officers, Civil Servants, Missionaries, etc. Particulars on application.
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.
Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND."

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK, GENERAL TRAFFIC AGENT, Corner Pedder Street and Prayn.

743]

SHIPPING

ARRIVALS.

BARON ERSKINE, British str., 3,500, J. Barker, 28th June—New York 6th May, Case Oil—Standard Oil Co.
BUNHILL, German str., 1,258, E. Dolan, 28th June—Hankow 22nd June, General—Hamburg-Amerika Linie.
CARL DIEDERICHSEN, German str., 776, M. Fahre, 28th June—Hobow 27th June, General—Jensen & Co.
CHENAN, British str., 28th June—Canton, China, British str., 1,184, McGarity, 28th June—Cebu 24th June, Ballast—Butterfield & Swire.
CHUYEN, Chinese str., 1,267, E. H. Pratt, 28th June—Shanghai 23rd June, General—Chinese.
E. STERN, British str., 2,712, J. Carter, 27th June—Melbourne 2nd May, General—Gibb, Livingston & Co.
HAYAN, British str., 1,302, A. E. Hodgins, 29th June—Fochow 27th June, General—Douglas, Lapraik & Co.
HANOI, French str., 739, Ch. Le Chevalier, 29th June—Haiphong 27th June, Rice and General—A. R. Marty.
HELENE, German str., 711, Tyson, 28th June—Swatow 27th June, Gen.—Jensen & Co.
ICHANG, British str., 1,228, W. Shaw, 28th June—Chingwang 24th June, Coal—Butterfield & Swire.
LAPRES, British str., 1,340, P. E. Wawn, 28th June—Hobow 27th June, General—Butterfield & Swire.
KANG PING, Chinese str., 1,222, White-mann, 29th June—Chinkiang 23rd June, General—Chinese.
LAPRES, British str., 1,340, P. E. Wawn, 29th June—Saigon 25th June, Rice and General—Chinese.
Y. LOONG, British str., 1,222, W. Shaw, 27th June—Bangkok 20th June, Rice—Chinese.
YUSHUN, Chinese str., 29th June—Canton, China.

DEPARTURES.

CEYLON MAIL, Japanese str., for Spore.
DEVANHA, British str., for Saigon.
HALLIS, Dutch str., for Amoy.
HELENE, German str., for Swatow.
KUEICHO, British str., for Pionisin.
KUEICHO, British str., for Shanghai.
KUEICHO, Japanese str., for Spore.
SAIGON MARU, Japanese str., for Spore.
SIGALA, German str., for Hobow.
SITHONA, German str., for Manila.
TUBELIN, Chinese str., for Hongkong.
YUENSANG, British str., for Manila.
June 28th.
CHENAN, British str., for Shanghai.
DAIGU, Japanese str., for Tamsui.
EASTERN, British str., for Yokohama.
E. F. FREDERICK, Austrian str., for S'hai.
HAINAN, British str., for Swatow.
KANGU, Japanese str., for Moji.
KANGU, Norwegian str., for Bangkok.
SEXTA, German str., for Swatow.
SINDA, British str., for Shanghai.
STANDARD, British str., for Bangkok.
SUNGKANG, British str., for Hobow.
UNKAI MARU, Japanese str., for W'matsu.

SHIPPING REPORTS.

The British str. Hainan reports: Light southerly breeze and smooth sea.
The British str. Eastern reports: Fine weather and smooth sea.

PASSENGERS.

ARRIVED.
Per Chuyuen, from Shanghai, Mr. L. Gibson and Mr. C. Sessia.
Per Hainan, from Fochow, Mr. Pearce, Rev. Noel, Master F. Brown and Mr. Solavil.
Per Eastern, from Melbourne, Mr. W. D. Drowry, Major and Mrs. W. S. Grove, Messrs. J. C. Graham, Ed. Kraynall, Ralph McCulloch, Nicolas Candalaria, Messrs. C. F. Becker, G. Jack, Mr. and Mrs. S. Warley and Mr. Symonistak f.

PASSED THE CANAL.

May 30th—Antiochus, Norc.
June 8th—Ernest Simons, Glenroy, Satsuma, Teucer, Tydeus, Den of Glamis.
June 10th—Bohemian, Hitachi Maru, Koerber, Nippon, Preussen.
June 15th—Calchas, Indrani, Namur, Nile, Perseus.
June 17th—Bengloe, Dunbar, Lennix, York, Kansas, Lovat.
June 20th—Hayes, Miyazaki Maru, Ningchow, Prince Ludwig, Tango Maru, Vorwarts, Gotwald Range, Yangtze, Amazon, O. J. D. Ahlers.
June 24th—Glaxie, Liberia, Meinam.
June 27th—Lathion, Stentor, Nankin, Demodocus.

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles contributed to the "HONGKONG DAILY PRESS" by "Sportsman" reproduced in book form.

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws	COMFORT.	From HONGKONG calling at SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws		Kobe (via Inland Sea),
KOREA 18,000 tons, twin screws	SAFETY.	YOKOHAMA and HONO.
SIBERIA 18,000 tons, twin screws		LULU (the Paradise of the
NILE 11,000 tons	SPEED.	Pacific) through Service via
CHINA 10,200 tons		NEW YORK to Europe
PERIA 9,000 tons		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular and Civil Service, on application.

STEAMERS	Tons	Starting
PERIA	9,000	TUESDAY, 1st July, at Noon.
KOREA	18,000	FRIDAY, 4th July, at 1 P.M.
SIBERIA	18,000	FRIDAY, 18th July, at 1 P.M.
CHINA	10,200	TUESDAY, 29th July, at 1 P.M.
MANCHURIA	27,000	TUESDAY, 5th Aug., at 1 P.M.
NILE	11,000	SATURDAY, 16th Aug., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 23rd Aug., at 1 P.M.
PERIA	9,000	SATURDAY, 13th Sept., at Noon.

* INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama. Free of Charge.

HONGKONG-MANILA SERVICE.

FROM HONGKONG.	Arrive Manila.	Leave Manila.	From MANILA.	Due Hongkong.
1st July ... PERIA	3rd July	19th July	CHINA	21st July
4th July ... KOREA	6th July	25th July	MANCHURIA	27th July
16th July ... CHINA	31st July	5th Aug.	NILE	8th Aug.
29th July ... NILE	18th Aug.	14th Aug.	MONGOLIA	16th Aug.
16th Sept. ... PERIA	15th Sept.	2nd Sept.	PERIA	4th Sept.

LET US PLAN AN ITINERARY FOR YOU.
King's Building (opposite Blake Pier).
O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA	ERNEST SIMONS	On 30th June, at 6 A.M.
MANSEILLES VIA PORTS	ARMAND BEHC	On 1st July, at 1 P.M.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MANSEILLES to LONDON. Interpreters meet passengers on their arrival in Manseilles.
For further particulars apply to
P. THOMAS, AGENT,
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THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG
TO

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELBA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
From HONGKONG: 21st July. Connecting with "ELLERIC" 10th August.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BELBA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAULIUTUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For Rates and Further Information, apply to—
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MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.

APCA LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA," 5,206 tons, Captain J. R. O. Sullivan, will be despatched for MIKE, KOBE and MOJI on 1st July, at 3 P.M.
S.S. "ARRATON APOE," 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 6th July.

WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 30th June, at 3 P.M.
S.S. "DILWARA," 5,328 tons, Captain G. N. Ramage, R.N., will be despatched as above on 2nd July, at 3 P.M.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
HONGKONG, 30th June, 1913.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
MONDAY, 30th JUNE, 1913.
8 a.m. "HEUNGSHAN"
10 p.m. "KINSHAN"
TUESDAY, 1st JULY, 1913.
8 a.m. "HONAM"
10 p.m. "FATSHAN"

A Telephone service has been recently installed on the Canton Company's steamers. Day steamers Call No. 776. Night steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAL," Tons 1651. S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 6th JULY, 1913.

The Company's Steamship "SUI AN"
Will depart from the WING LOK STREET WHARF at 9 a.m., and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamship connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-BANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "FANAM," 558 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILINGS.

For Freight and Further Particulars, apply to
TELEPHONE No. 171.
ABTHUE NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

SAN FRANCISCO SCENIC ROUTE



TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.
S.S. CHITO MARU ... 22,000 tons.
S.S. SHINTO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).
S.S. HONGKONG MARU ... 11,000 tons. (INTERMEDIATE).
HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and HONOLULU. Semitropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspapers containing World's happenings by wireless.
WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierra—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York, Transatlantic Steamers and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 526.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG. [57]

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "KOEKBER," 9,900 tons, will leave as above on 15th July, at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no extras, no tips, no inside cabins. Doctor, Stewardess, Laundry, 250 1st, 250 2nd, 250 3rd Class.

FARES: Hongkong-Trieste (Venice) via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.
S.S. "GISELA," will leave as above about 1st July. (For Cargo only).
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 31st July.
These Steamers of large tonnage fitted with comfortable one class accommodation for Saloon Passengers. No Surplus. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London. BY SIMPLYON EXPRESS: Via Venice, Milan, St. Gothard, Lucerne, Bern, Basel, Bielefeld, Cologne, Frankfurt, Leipzig, Berlin, Hamburg, London. Class I £8.15, II £6.15. BY ST. GOTHARD EXPRESS: Via Venice, Milan, St. Gothard, Lucerne, Bern, Basel, Bielefeld, Cologne, Frankfurt, Leipzig, Berlin, Hamburg, London. Class I £8.15, II £6.15. BY SEMBRINGEN EXPRESS: Via Vienna, Cologne, Brussels, Ostend, Dover, London. Class I £9.11, II £6.9. BY TAVERN EXPRESS: Via Munich, Cologne, Hook or Flushing, Class I £7.95, II £6.15.

TO SHANGHAI.
S.S. "KOEKBER," 9,900 tons, will leave as above on 1st July, at 4 P.M.
FARES: Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.
TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 31st July.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

Hongkong, 28th June, 1913.

Prinsep Building.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. F. L. Sommer	16,000	WED'DAY, 2nd July, at Daylight
	KAGA MARU Capt. Tabusa	12,500	WED'DAY, 16th July, at Daylight
VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	SADO MARU Capt. A. Sawawa	12,500	TUESDAY, 1st July, at 4 P.M.
	YOKOHAMA MARU Capt. Wada	12,500	TUESDAY, 16th July, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	9,300	WED'DAY, 2nd July, at Noon
	INABA MARU Capt. S. Tominga	12,500	WED'DAY, 30th July, at Noon
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	RANGOON MARU Capt. Kamoshita	12,500	MONDAY, 7th July
BOMBAY VIA SINGAPORE, PENANG and COLOMBO	HITACHI MARU Capt. Yamawaki	13,000	WED'DAY, 2nd July, at 5 P.M.
KOBE and YOKOHAMA	KANAGAWA MARU Capt. Machida	12,500	MONDAY, 7th July
SHANGHAI, KOBE and YOKOHAMA	INABA MARU Capt. Tominga	12,500	TUESDAY, 1st July, at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	PENANG MARU Capt. Noma	12,500	WED'DAY, 2nd July
SHANGHAI, MOJI, KOBE and YOKOHAMA			

Fitted with New System of Wireless Telegraphy.
Cargo only

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return	KOBE Return	MOJI Return	NAGASAKI Return
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER
Tel. Phone Nos. 232 and 1241. (11-12-13)

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED BOSTON AND NEW YORK.

STEAMERS	Leave HONGKONG	Connecting Steamers from COLOMBO to Marseilles & London	Due Marseilles (Brindisi 2 days earlier)	Due Falmouth (London 1 day later)
COLOMBO	Noon, SATURDAY	Steamer	SUNDAY	SATURDAY
DEVANHA	July 5	MEDINA	Aug. 3	Aug. 9
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23
ASSAYE	August 2	MALJOJA	Aug. 31	Sept. 6
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 20
			SATURDAY	FRIDAY
ARGADIA	August 30	MACEDONIA	Sept. 27	Oct. 3
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOOLTAN	Oct. 25	Oct. 31
CHINA	October 11	MOREA	Nov. 3	Nov. 14
DELTA	October 25	MARMORA	Nov. 23	Nov. 29
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON.
1st SALOON £71.10 SINGLE, £105.14 RETURN.
2nd " 27.12 " 42.12 "
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due Marseilles About	Due London About
SUNDA	July 9	Aug. 15	Aug. 24
SARDINIA	July 23	Aug. 29	Sept. 7
SIMLA	August 6	Sept. 12	Sept. 21
NAMUR	August 20	Sept. 26	Oct. 5
NANKIN	September 3	October 9	Oct. 18
NYRANZA	September 17	October 24	Nov. 2
NORRE	September 31	November 6	Nov. 16
NILE	October 15	November 20	Nov. 29
SYRIA	October 29	December 4	Dec. 11
SUMATRA	November 12	December 18	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.
FARES TO LONDON.
1st SALOON £55.0 SINGLE, £82.10 RETURN.
2nd " 23.5 " 35.5 "
All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy.
For further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	CHINA	About 3rd July	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 5th July	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	SUNDA	About 9th July	Freight and Passage.
SHANGHAI, MOJI, KOBE, NAGASAKI, and YOKOHAMA	NAMUR	About 12th July	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,

Superintendent.

Hongkong, 30th June, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
NINGPO, TSINGTAU & NEWCHANG	"TIENTSIN"	On 1st July, 11 a.m.
MANILA, CEBU and ILOILO	"CHINHUA"	On 1st July, 4 p.m.
SHANGHAI	"LUOHOW"	On 3rd July, 4 p.m.
SHANGHAI	"LINAN"	On 5th July, 11 a.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SAMUI."

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUOHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon; maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 11 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$15.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS

Hongkong, 30th June, 1913. Telephone 36.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. PREUSSEN	5th July
S.S. SILESIA	20th July
S.S. BRIGAVIA	24th July
S.S. BELGRAVIA	30th July
S.S. SCANDIA	14th Aug.
S.S. SENEGAMBIA	26th Aug.
S.S. VOKERMARK	28th Aug.
S.S. LIBERIA	11th Sept.
S.S. ARABIA	23rd Sept.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 27th June, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING

"HAIYANG" Capt. A. E. Hodgins TUESDAY, 1st July, at 11 a.m.

"HAIYANG" Capt. W. C. Passmore FRIDAY, 4th July, at 11 a.m.

"HAIYAN" Capt. J. S. Bosch TUESDAY, 8th July, at 11 a.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

"HAIMUN" Capt. J. W. Evans WED'DAY, 2nd July, at 11 a.m.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 30th June, 1913.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
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EASTERN EMPIRE On 27th June On 19th July, Noon.

On 25th July On 16th Aug., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th June, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU and TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S. "NIPPON MARU."

INTERMEDIATE STEAMER

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
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SHINYO MARU W. C. T. Filmer SATURDAY, 12th July, Noon.

CHIYO MARU W. W. Greene THURSDAY, 7th Aug., at Noon.

NIPPON MARU A. G. Stevens TUESDAY, 26th Aug., at Noon.

TENYO MARU E. Bent MONDAY, 1st Sept., at Noon.

HONGKONG MARU T. Sogara FRIDAY, 19th Sept., at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 12th July, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARIQUA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
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KIYO MARU 17,200 TUESDAY, 5th Aug., at Noon.

BUYO MARU 10,500 SATURDAY, 4th Oct., at Noon.

ANYO MARU 18,500 WED'DAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT, King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. and TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
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"SEATTLE MARU" T. Saito THURSDAY, 10th July, at 1 p.m.

"MEXICO MARU" N. Kobayashi WED'DAY, 3rd July, at 1 p.m.

"CHICAGO MARU" Goto THURSDAY, 7th Aug., at 1 p.m.

"CANADA MARU" K. Hori WED'DAY, 24th Aug., at 1 p.m.

"TACOMA MARU" T. Hamada THURSDAY, 4th Sept., at 1 p.m.

"PANAMA MARU" J. Kano WED'DAY, 17th Sept., at 1 p.m.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Furs. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

STEAMER	CAPTAIN	LEAVING
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"INDO MARU" M. Nemoto WED'DAY, 30th July, P.M.

"LUZON MARU" H. Yamamoto TUESDAY, 26th Aug., 4 P.M.

"SAIGON MARU" T. Yamaguchi

FOR MOJI, KOBE and YOKKAICHI.

"LUZON MARU" H. Yamamoto FRIDAY, 18th July, P.M.

"SAIGON MARU" T. Yamaguchi FRIDAY, 22nd Aug., P.M.

"INDO MARU" M. Nemoto SATURDAY, 20th Sept., P.M.

CHINA & FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

"KAJO MARU" Y. Yamamoto WED'DAY, 2nd July, at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

"DAIJIN MARU" M. Nagano SUNDAY, 6th July, at Noon.

"DAIGI MARU" S. Tokushige

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

"SOSHU MARU" K. Tachiro

FOR CANTON.

"SOSHU MARU" K. Tachiro

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z KAMIYA, MANAGER

Second Floor, No. 1, Queen's Building

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
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RUBI 4000 J. Miller Manila, Mangarin, Iloilo and Cebu On 5th July, 4 P.M.

ZAFIRO 4000 F.S. McMurray Manila, Mangarin, Iloilo and Cebu On 16th July, 4 P.M.

Electric Light, Fans in every Cabin, Competent Stewards Carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 30th June, 1913. PHILIPPINES S.S. CO.

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THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVOES AND REPAIRERS, BOILERMAKERS,

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,

Boilers, Railway Rolling Stock, Bridges, and all Classes

of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing

conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES

throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7 1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon

at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212. Telegraphic Address:—"TAIKOO DOCK." [449]

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
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TJILATJAP. JAVA Second half of July JAPAN Second half of July.

TJIBODAS. JAVA First half of July SHANGHAI First half of July.

TJITAROEM. JAPAN First half of July JAVA First half of July.

TJIMAH. JAVA First half of July JAVA First half of July.

TJILIWONG. SHANGHAI Second half of July JAVA Second half of July.

TJIMANOEK. JAVA Second half of July JAPAN Second half of July.

TJIKINI. JAVA Second half of July SHANGHAI Second half of July.

TJIPANAS. JAVA Second half of July SHANGHAI Second half of July.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Hongkong, 21st June, 1913. Telephone No. 375. 16

NORDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
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NAPLES, GENOA, ALGIERES, "DERFFLINGER," Wed'day, 9th

GIBRALTAR, SOUTHAMPTON, Capt. F. Prosser, 17,000 July, at 10 A.M.

ANTWERP and BREMEN...

SHANGHAI, NAGASAKI, KOBE, "YORCK," About Wed'day,

and YOKOHAMA Capt. H. Fokner, 17,000 9th July.

MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY, "COLENZ," Saturday, 12th

and MELBOURNE Capt. L. Ruckert, 6,750 July, at 9 A.M.

KOBE "PRINZ SIGISMUND," About Tuesday

Capt. D. Lenz, 6,000 22nd July.

KUDAT and SANDAKAN "HORNBO," About End

Capt. J. Kehlen, 5,000 of July.

All the Steamers of the European Line are fitted with Wireless Telegraphic

New System of Telefunken.

For Further Particulars apply to

NORDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA

Hongkong, 27th June, 1913.

"HONGKONG DAILY PRESS"

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DIRECTORY AND CHRONICLE OF THE FAR EAST	MISSIONARY DIRECTORY, on paper cover
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